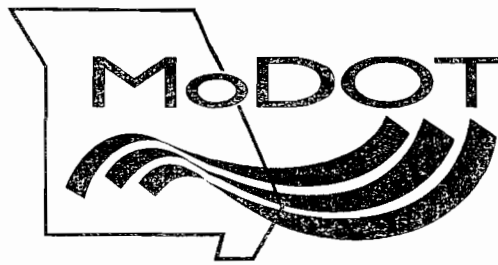


Missouri
Department
of Transportation



Mark Shelton, District Engineer

EI-2073 CG

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March 8, 2006

The Chairman
Surface Transportation Board
1925 K Street NW
Washington D.C. 20423

RE: Docket # FD 34672, Rail line swap between UP and BNSF Railroads

Union Pacific (UP) is anticipating upgrades to the railroads in Southeast Missouri to support increased train traffic and improve efficiency of their system. MoDOT is working to ensure that whichever UP option is approved, the upgrades occur with the proper regard to rail-highway intersection safety improvements necessitated by these UP business changes.

A NEPA analysis is the proper avenue to evaluate and compare the full cost to society of any transportation improvements. As a transportation agency, we use the NEPA analysis for highway projects to assist in selecting the best option based on the totality of the circumstances. We were therefore pleased to note UP's docket submittal also included a NEPA analysis to be performed by a third party. MoDOT requests that costs to provide rail-highway safety improvements and a comparative safety analysis be included in the NEPA analysis of the two options available to UP (rail line swap or dual track) so that the best option available can be selected for this transportation system improvement.

MoDOT, at UP's request, reviewed the rail-highway intersections for the Rockview-Sikeston-Dexter option and developed a list of recommended improvements. These recommendations address a variety of issues that will result from the increased train traffic including commerce delay, delaying emergency vehicles, and traffic backup and delay on high volume-high speed roadways such as Route 60. It should be noted, however, that these recommended improvements do not include costs for the more stringent improvements, such as double gates, that would be necessary for quiet zones within the cities or any other city expenses resulting from this change in train traffic.

All recommended improvements on the attached list were jointly agreed upon by MoDOT and UP except two – Route A at Chaffee and Route Y at Sikeston. At those locations, UP recommends improved at-grade warning systems while MoDOT recommends a grade separation to facilitate emergency vehicle access within these communities. At the Route 60 intersection, MoDOT and UP agree that a grade separation is needed, however, agreement has not been reached whether interim measures could be used until the grade separation is completed.

Our mission is taking care of and improving Missouri's transportation system.

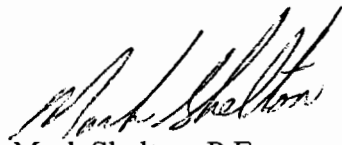
The rail-highway improvements for the Rockview-Sikeston-Dexter option have a preliminary cost estimate in excess of \$24 million. MoDOT anticipates compiling a similar rail-highway safety improvement list for the dual track option from Rockview directly to Dexter by mid-April.

The only options available to fund these improvements at the at-grade crossings are railroad safety funds, which are not sufficient to cover all costs of this improvement plus other rail safety issues statewide. The new features are necessary to ensure that the upgrade does not have a negative effect on highway safety in the locations affected. Through preliminary negotiations with UP and MoDOT, both parties have agreed the cost of the upgrades would be shared between the two parties. MoDOT is suggesting that UP fund at least 50% of the necessary improvements that entail grade separations and 65% of the necessary improvements to the at-grade crossings. UP has already agreed to that 65%-35% cost share. These ratios are similar to MoDOT's cost-share program used by other private and public entities for highway developments outside the normal planning process that need an expedited completion to protect the traveling public.

We would like to suggest that STB approval of UP's request be conditioned on this cost-share and the final installation of the improvements.

We appreciate the opportunity to comment regarding these railroad improvements and the effects that will result.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Shelton", is written over a horizontal line.

Mark Shelton, P.E.
District Engineer

PROPOSED RAIL-HIGHWAY SAFETY IMPROVEMENTS FOR UP RAIL SWAP IN MISSOURI
Developed by MoDOT and UP

CROSSING #	CITY	STREET/ HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
446175M	Morehouse	US HWY 60	MoDOT		Grade separations and re-route of MO 114. Design on this project can begin as soon as determine level of financial commitment from UP. Estimated time for design and construction approximately 2 years.	\$12 million
446199B	Sikeston	N. West St	City of Sikeston	XB	Needs full set of lights and gates, pavement markings and advance warning signs. Study needed for exempt signs and advance warning signs and requires advance traffic signal pre-emption	\$250,000 Preliminary Agreement: UP: 65%, \$162,500 MoDOT: 35%, \$87,500
446193K	Sikeston	West Gate St.	City of Sikeston	XB	Pavement markings- District 10 counted traffic, lights and gates still needed after their count	\$175,000 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250
665641U	Oran	CO RD 411	Scott Co.	XB	Pavement markings and advance warning signs both sides-stop signs both sides, stop signs on both sides of road on one side, additional "watch for increased train traffic" sign on both sides, new lights and gates	\$175,000 Preliminary Agreement: MoDOT: 35%, \$61,250 UP: 65%, \$113,750
665634J	Sikeston	CO RD 450	Scott Co.	XB	Install interim stop signs, advance warning signs and pavement markings	\$175,000 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250

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CROSSING #	CITY	STREET/HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
446348A	Dexter	CO RD 717	Stoddard Co.	XB	New Lights and gates, interim stop signs	\$175,000 Preliminary Agreement: MoDOT: 35%, \$61,250 UP: 65%, \$113,750
663963B	Chaffee	CO RD 209	Scott Co.	FL, BL	County to install pavement markings and one advance warning sign	\$175,000 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250
663962U	Chaffee	Yokum St. Rte. A	MoDOT	RG, CLO, BL	Interim Solution: MoDOT to install pavement markings both sides, new LED's, CWT circuitry, Long Term Solution: Grade separation to allow emergency vehicle access. NOTE: UP has not agreed to cost share a grade separation at this location.	\$76,600 interim solution Pavement: MoDOT 100% = \$200 LED's and Circuitry: MoDOT: 35%, \$26,740 UP: 65%, \$49,660 Grade Separation: \$3.7 million
665651A	Chaffee	CO RD 252	Scott Co.	XB	Install new lights and gates, Stop signs both sides and pavement markings both sides	\$175,000 Gates & CWT: Preliminary Agreement: MoDOT: 35%, \$61,250 UP: 65%, \$113,750
446192D	Sikeston	Sunset Drive	City of Sikeston	RG, BL	New lights, and gates needed. Pavement markings needed.	\$175,200 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250

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CROSSING #	CITY	STREET/HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
446188N	Sikeston	RTE BB	MoDOT	FL, BL	New lights, gates, circuitry	\$175,000 New lights & gates Preliminary Agreement: MoDOT: 35%, \$61,250 UP: 65%, \$113,750
446183E	Morehouse	Benton St., RTE Z	MoDOT	RG, BL	New gates/lights/circuitry	\$175,000 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250
665639T	Near Sikeston	MO 91	MoDOT	FL	New gates and lights	\$175,000 Preliminary Agreement: MoDOT: 35%, \$61,250 UP: 65%, \$113,750
665636X	Sikeston	RTE Z	MoDOT	FL	New Lights and gates	\$175,000 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250
446168C	Grayridge	RTE AH	MoDOT	FL, BL	Pavement markings to be freshened, new lights and gates	\$175,000 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250
446165G	Grayridge	MO 153	MoDOT	FL, BL	Additional warning devices, new lights/gates needed	Lights & gates, \$175,000 Preliminary Agreement: UP: 65%, \$113,750 MoDOT: 35%, \$61,250
446356S	Essex	Cypress St. RTE FF	MoDOT	FL, BL	New Lights, gates and side lights	\$175,000 Preliminary Agreement: MoDOT: 35%, \$61,250 UP: 65%, \$113,750

PROPOSED RAIL-HIGHWAY SAFETY IMPROVEMENTS FOR UP RAIL SWAP IN MISSOURI
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CROSSING #	CITY	STREET/ HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
665655C	Chaffee	Gray St.	City of Chaffee	RG, BL	City to install pavement markings both sides, new LED's	\$6,000 LED's Preliminary Agreement: UP: 65%, \$3,900 MoDOT: 35%, \$2,100
665644P	Oran	Main St.	City of Oran	RG, WW	Advance warning sign east side, pavement markings both sides, remove stop signs, new LED's	\$6,000 LED's Preliminary Agreement: UP: 65%, \$3,900 MoDOT: 35%, \$2,100
665643H	Oran	Radcliff-RTE W	MoDOT	RG, BL	Pavement markings to be installed, remove stop signs, new LED's	\$6,000 LED's Preliminary Agreement: UP: 65%, \$3,900 MoDOT: 35%, \$2,100
665642B	Oran	Greer St.	City of Oran	RG, WW	Advance warning signs installed on both sides. Pavement markings need to be installed on both sides. Remove stop signs, install new LED's	\$6,000 LED's Preliminary Agreement: UP: 65%, \$3,900 MoDOT: 35%, \$2,100
665631N	Sikeston	RTE ZZ	MoDOT	RG, BL	New LED's	\$6,000 LED's Preliminary Agreement: UP: 65%, \$3,900 MoDOT: 35%, \$2,100

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CROSSING #	CITY	STREET/HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
665628F	Sikeston	RTE Y	MoDOT	RG, BL	Interim Solution: Install pedestrian gate or warning system or maze on sidewalk crossing, new LED's. Long term solution: Grade separation to allow emergency vehicle access. NOTE: UP has not agreed to cost share a grade separation at this location.	\$16,000 Preliminary Agreement: MoDOT: 35%, \$5,333 City: 33%, \$5,333 UP: 33%, \$5,333 Grade separation: \$5.7 million
673074A	Sikeston	Wakefield St.	City of Sikeston	RG, BL	Refresh pavement markings, new LEDs	\$6,000 LED's Preliminary Agreement: UP: 65%, \$3,900 MoDOT: 35%, \$2,100
665627Y	Sikeston	W. North St.	City of Sikeston	RG, BL	Refresh pavement markings, new LEDs	\$6,000 LED's Preliminary Agreement: UP: 65%, \$3,900 MoDOT: 35%, \$2,100
22 various crossings	Varies	City streets and counties		XB	Post stop signs, advance warning signs, or in a few cases close crossings	Undetermined